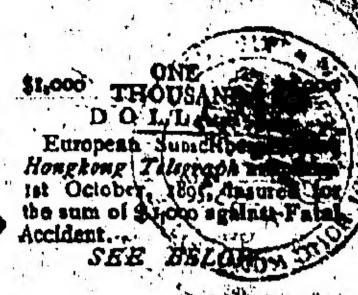
"HONGKONG TELEGRAPH

use of Subscribers to the



ESTABLISHED 1881.

NEW SERIES No. 256 日十二月二十年一十二緒光 MONDAY, FEBRUARY 3, 1896.

號三月二英港香 一拜禮

\$1,000

HER THE

THE NATIONAL BANK OF CHINA.

HEAD OFFICE :-- HONGKONG Court of Directors;-ChowTungSharg,Esq. Kwan Hol Chun,Esq. D. Glilles, Esqua 'H. Stolteriobt, Esq.

Chan Kit Shan, Esq. Chief Manager GEO, W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cml. Hongkong, 23rd October, 1803. THE MERCANTILE BANK OF

INDIA. LIMITED.

PAID-UP 161,500 BANKERS: LONDON JOINT STOCK BANK, LIMITED

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance. ON NEW FIXED DEPOSITS :-

DEPOSITS RENEWED ON OLD TERMS J. W. R. TAYLOR. Manager, Honkong. Hongkong, 18th December, 1895.

For 12 Months...... per cent.

THE CHARTERED BANK OF INDIA. AUSTRALIA AND CHINA INCORPORATED BY ROYAL CHARTER, 153.

HEAD OFFICE :- LONDON. CAPITAL PAID-UP£800,000 RESERVE LIABILITY OF SHARE-

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent per annum on the Daily Balances. On Fixed Deposits for 12 months... 4 percent.

T. H. WHITEHEAD, Manager, Houkong. Hongkong, 16th September, 1895. LT.ONGKONG AND SHANGHAI

n 3 10 111 22 11

BANKING CORPORATION. PAID-UP CAPITAL\$10,000,000 RESERVE FUND 5,500,000

RESERVE LIABILITY OF PROP'TORS ... \$10,000,000 COURT OF DIRECTORS: KRAMER, Esq.—Chairman.

A. MCCONACHIE, Esq.—Deputy Chairman, Hon. J. J. Bell-Irving. S. C. Michaelsen, Esq. G. B. Dodwell, Esq. D. R. Sassoon, Eq. N. A. Slebs, Esq. M. D. Esekiel, Esq. R. M. Gray, Esq. R. Shewan, Esq. CHIEF MANAGER: Hougkong-T. JACKSON, Esq. MANAGER :

Shanghal-J. P. WADE GARDINER, Eig. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED " On Current Account at the rate of 2 per Cent, per Augum on the daily balance.

INTEREST ON FIXED DEPOSITE: For 3 months, 21 per, Cent. per Annum, For 6 months, 32 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. T. JACKSON.

Chief Maniger. Hougkong, 23rd December, 1895. HONGKONG SAVINGS BANK,

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAL BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 1 PER

CEMT, per annum, Depositors may transfer at their option balances of \$100 or more to the HONGKONS AND SHANDHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT, per annum. For the HONGKONG AND SHARGHAI BANKING CORPORATION

Chief Maniger. Hongkong, 1st August, 1895.

T. JACKSON.

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSSEN & Co.

Hongkong, 28th May, 1895. NOTICE.

THE MAN ON INSURANCE COMPANY. LIMITED. CAPITAL SUBSCRIBED\$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS. &c. Policies granted to all Parts of the world payable at any of its Agencies, CHAU TSEUNG IAT,

Secretary. HEAD OFFICE No. 2, QUEEN'S ROAD WEST. Honskons, with May, viru.

GENERAL NOTICE. THE ON TAI INSURANCE COMPANY,

(LIMITED.) CAPITAL, TAELS 600,000 }

EQUAL TO RESERVE FUND \$318,000.00 BOARD OF DIRECTORS. LEE SING, Esq.

LO YEUR MOON, Esq. LOU TEO SHUM, Heq. MANAGER.—HO AMEL

ARINE RISKS on GOODS, Acc, taken IVI at CURRENT RATES to all parts of the World. HEAD OFFICE, 8 & o. FRAYA WIFE. Hongkong, 17th Deperator, 1885.

Intimations.

ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL-PRAYA.

THE NEW WERE WOVE ROOFING Co.

Sole Eastern Agents for SPHINCTOR GRIP ARMOURED HOSE. SNOWDON, SONS & Co. "SNOW-DRIFT " MANUFACTURER.

THE ALUMINIUM AND GENERAL

BELL'S ASBESTOS BOILER COMPOSITION HAS BEEN PROVED TO BE THE BEST AT PRESENT USED IN THE EAST.

ESTIMATES GIVEN FOR COVERING ANY CLASS OF WORK. W. JACKSON, Manager, Hougkong, 29th January, 1896.

A LARGE ASSORTMENT TOBACCOS

POOTBALLS.

CIGARS.

TUMB BELLS. TNDIAN CLUBS MIGARETTES.

Hongkong, 29th January, 1896.

HOTEL THE CLUB HOTEL, METROPOLE.

S. BUND, YOKOHAMA.

TSUKIJI, TOKYO.

TIRST-CLASS HOTELS, centrally situated well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT Experienced English matron in attendance. The Hotel steam-launch with European Agent attends arrivals and departures ; every

assistance given in clearing luggages and affording information. Passengers are met at the Railway Station. VISITORS have the option of messing either in Toxyo or Yokomama, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER

on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA.

L. DEWETTE, Manager,

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT GOLDEN MEDAL

PETROLEUM ENGIN OF 2 TO 12 H.P.

FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour. A Working Stationary Engine and a Launch with a 4 H.P.

Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG, SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

1,400 PERT ABOVE SEA LEVEL. TELEPHONE, TELEGRAPHIC ADDRESS.

"RECEIMOR." HONGKONG, THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEENS ROAD.

DINNER-AT 8 P.M. TIPPIN AT I P.M. ARRANGEMENTS can be made by TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS. For further Particulars' apply to

THE MANAGER, MOUNT AUSTIN HOTEL

Untimations

ONE THOUSAND \$1,000 DOLLARS

LIFE AGAINST FATAL ACCIDENT BY SUBSCRIBING

THE HONGKONG TELEGRAPH."

METROPOLITAN LIFE / SURANCE THE SUM OF

\$1.000 MEXTUAN, the legal representatives of the European holder of is Coupon in the event of his death by Accident on or before the 31st March 1896 while on ... ad within the confines of Hongkong or any Treaty Ports of China or Japan, or the immediate neighbourhood thereof, provided that the Name and Address of the said holder appears in the List of European Subscribers to the

"HONGKONG TELEGRAPH" as furnished to the Company for the Three Months ending 31st March 1896; that the premiums thereon has been duly paid; that death takes place within One Month from the occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen days of its happening to Mr. J. Y. V. VERNON, Hongkong: It being declared that \$1,000 only will be paid in respect of any one death. This premium is paid quarterly in advance by the Proprietors of The Honghoup Thiograph.

Hongkong, 1st January, 1896.

J. Y. V. VERNON,

RUM,

GINS,

LIQUEURS,

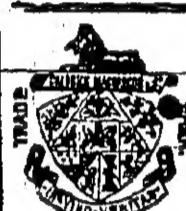
BITTERS,

FOR SALE

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of a doz. pints\$35 per case. . quarts\$33

SHEWAN & Co., Hongkong, 13th May, 1805.



CALDBECK, MACGREGOR & Co.

WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD.

HOCKS, MOSSELLES,

WHITE WINE, BRANDIES,

WHISKIES,

OUR GREAT AIM IS TO SUPPLY OUR CUSTOMERS WITH THE VERY BEST ARTICLE AT A LOW PRICE.

THAT IS WHY WE ARE INTRODUCING BRAUN'S "EXPORT"

PRICE :-Sidigo per Case of 6 dozen Pints. Stago per Case of 4 dozen Quarts.

Cash on Deltvery. THE SEATTLE BREWING & MALTING CO., CHINA-JAPAN AGENCY. Head Office: -8, D'Agutlar Street, Hongkong.

Hongkong, 22nd January, 1896.

Hongkong, 6th Docember, 1805.

HONGKONG BUTCHERY Nos. 11, 18 and 15 Central Market.

TORIME BEEF and MUTTON.

CHAMPAGNES,

SHERRIES,

PORTS,

CLARETS,

BURGUNDIES,

CORNED BEEF and TONGUES. AUSTRALIAN PICKLED HOG'S TONGUES. AMERICAN BUTTER in Rolls and Pats.

GAME, ME BHIPPING AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION. AND

. TATAM. Hongkong, 3rd December, 1895.

Amusements.

CITY HALL

TIONGKONG AMATEUR DRAMATIC

Will give Two Performances of 'TRIAL BY JURY" "Creatures of impulse" SATURDAY, the 8th February, 1897, MONDAY, 10th February, 1896.

Commeticing each Evening at 9 P.M. precisely. TICKETS can be obtained at the THEATRE ROYAL on and after MONDAY, the 3rd February, at to A.Mand de fire to the late of BOOKING OFFICE open each day from 10 A.M. to 4 P.M.

Prices \$3, \$2 and \$1. The Public are reminded that NO CHITS WILL BE TAKEN at the Booking Office. LATE TRAME IS minutes after each Perfor-

Hongkong, 27th January, 1896.

Potice of Firms. ROTICE.

HAVE This Day Established myself as SHIP AND GENERAL BROKER. C. P. KARBERG. Monglesing, but Tobevery, 1896,

KIUNGCHOW DISTRICT. LOCAL NOTICE TO MARINERS.

DISAPPEARANCE OF MIDDLE CHANNEL

NOTICE is hereby given that the MIDDLE CHANNEL BUOY in HAIMAN STRAIT has DISAPPEARED. Due notice will be given when it is replaced in position.

C. J. PRICE. Acting Harbour Master, J. F. SCHOENICKE, Commissioner of Customs.

CUSTOM HOUSE,

Klungchow, 27th January, 1806.

WORTH A GUINEA A BOX. BEECHAM'S BILIOUS AND NERVOUS DISORDERS SICK HEADACHE, CONSTIPATION. weak stomach,

IMPAIRED DIGESTION. DISORDERED LIVER. AND PEMALE AILMENTS AMNUAL SALE SIX MILLION BOXES.

so Cents per Box. Prepared only by the Proprietor: THOMAS BEECHAM, St. Helens, Lancachire,

EMPIRE of CHIMA: WATKINS & CO. Apoturcarius Hall, 60, Queen's Road Centra

SOLE AGENTS for Hongkong and the

Intimations.

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED AND REDUCED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 61 PER at the Ordinary Half-Yearly Meeting of Shareholders held THIS DAY will be PAYABLE at the HONGKONG AND SHANGHAL BANKING CORPORATION on and after SATURDAY, the

SHAREHOLDERS are requested to apply to the Office of the Company, for WARRANTS. -By Order of the Board of Directors, w

Hongkong, 31st January, 1806,

THE FIFTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS WILL be held at the OFFICER of the COMPANY. Pedder's Street, at NOON on WEDNESDAY. the 5th February, to receive a Statement of the Company's Accounts to the 31st December.

5th proxime, both days inclusive; -IARDINE MATHESON & Co., General Managers.

THE WANCHAL WAREHOUSE AND STORAGE COMPANY, LIMITED. TOTICE is hereby given that the

MONDAY, the 10th February, 1896, at 3 o'clock in the Afternoon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st

February, (both days inclusive). MEYER & Co., General Managera Hongkong, 1st February, 1806.

TOTICE is hereby given that the ORDINARY HALF-YEARLY MEET-ING of the SHAREHOLDERS in this CORPO-RATION will be held at the Crry HALL, Hongkong, on SATURDAY, the Fifteenth day of February meri, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 3188

By Order of the Court of Directors, T. JACKSON. Chief Manager

CORPORATION. ___ALES & STOUTS. NTOTICE is hereby given that the REGISTERS OF SHARES of the CORPORATION will be CLOSED from SATURDAY the First to the Fifteenth day of February next,

> By Order of the Court of Directors, T. JACKSON. Chief Manager Hongkong, 27th January, 1896.

THE CHINA FIRE INSURANCE COMPANY, LIMITED. THE TWENTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS IS the COMPANY will be held at the COMPANY'S OFFICE, No. 3. Queen's Road Central, Victoria, on WEDNESDAY the 19th February, at Twelve

Directors for the year ending 31st December, The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th idem,

GEO. L. TOMLIN. Acting Secretary. Hongkong, 27th January, 1806.

COMPANY, LIMITED. NOTICE TO SHARKHOLDERS. THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of SHAREHOL-DERS in the above Company will be held at the OFFICES of the COMPANY, Pedder's Street, on THURSDAY, the 27th proxime, at NOOM,

and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 27th proximo, both days inclusive,

JARDINE, MATHESON & Co., Geveral Managers, HONGRONG FIRE INSURANCE COMPANY, LD. Hongkong, 27th January, 1806.

CUBSCRIPTIONS, not to exceed \$5, are invited for the purpose of presenting some suitable Testimonial to Dr. CANTLIE on his departure from the Colony, in Recognition of Services rendered to the Community during his residence of some Nine Years in Houghong.

Subscription Lists will be found at the Hoses-KONG AND SHANGHAI BANK, the CHARTERED BANK, Messty. LANK, CHAWFORD & Co., Messty. A. S. WATSON & Co., Mesers, KELLY & WALSH, Ld., THE HOMOROMG-CLUB and THE HOMO-

The Undermentioned Committee has been formed for the purpose of making the presentation.

Hon. Secretary & Treasurer. Hongkong, 22sd January, 1806. HONGKONG BRICK AND CEMENT COMPANY, LIMITED, IN LIQUIDATION.

C. TWENS.

THIRTY DOLLARS PER ANNUM.

1st February, 1896.

HONGKONG ICE COMPANY, LIMITED. 1805, and the Report of the General Managers.
The TRANSFER BOOKS of the Company will be CLOSED from the 2th instant to the

Hongkong, 22nd January, 1806

MEETING of SHAREHOLDERS will be held at the OFFICE of the GENERAL MANAGERS, No. 5. Queen's Road Central, on December, 1805. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th

HONGKONG, AND SHANGHAI BANKING CORPORATION.

December, 1805.

Hongkong, 27th January, 1806. HONGKONG AND SHANGHAI BANKING

both days inclusive), during which period no Transfer of Shares can be registered,

o'clock NOOM, for the purpose of receiving a Statement of Accounts and the Report of the

both days inclusive.

HONGKONG-FIRE INSURANCE

to receive a Statement of Accounts to 31st December, 1895, and the Report of the General Managers, and to elect a Consuling Committee

ADDRESS-AND TESTIMONIAL TO DR CANTLIE.

KONG HOTEL

Mr. THOMAS JACKSON, The Hon. Dr. HO KAI,
Mr. H. N. MODY,
Mr. J. J. FRANCIS, O.C.
C. MURRAY ADAMSON,

A / ESBRS. SHEWAN & CO. have been IVA supposited AGENTS for the SALE of all ARTICLES hitherto supplied by the above Company.

Intimations.

WHY IS

ARMOUR'S

PREFERRED TO ANY OTHER MAKE BY THE PHYSICIAN A D PUBLIC.

BRCAUSE THEY KNOW THAT GOOD RESULTS FOLLOW ITS USE.

A SPECIALITY FOR INVALIDS.

REQUIRES NO DIGESTIVE EFFORT.

THE PULSE QUICKENED HEART'S ACTION STRENGTHENED.

INVALUABLE IN THE SICK ROOM.

SOLE AGENTS :-

WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 23rd Janua. 1, 1896. Co-dan's

CITY CLUB.

Advertisements.

HE SIXTH ANNUAL GENERAL MEETING of the MEMBERS will be held in the CLUB House on TUESDAY, February 11th, at 9 P.M. E. K. CHANDLER;

Secrotary. Hongkong, 3rd February, 1806.

PUBLIC AUCTION

VALUABLE OLD CHINESE PORCELAIN, CURIOS AND EMBROIDERIES.

THE Undersigned has received instructions PUBLIC AUCTION.

SATURDAY, the 8th February, 1896, commencing at 2:30 P.M. at his SALES ROOMS, DUDDELL STREET,

(having just arrived from the North). A MOST VALUABLE AND EXCEPTIONALLY GOOD COLLECTION OF OLD CHINESE PORCELAIN AND CURIOS,

Comprising :-Many Very RARE and VALUABLE SPECI-MENS of MING, KANGUI, YUNGCHING, KIENLUNG and Other PORCELAIN FIVE COLORS, BILUE and WHITE, APPLE GREEN, HAWTHORN, IMPERIAL and many Other DECORATIONS.

VERY RARE SANG DE BOEUF. OLD PEKIN CLOISONNE from MIN downwerls. OLD IADE, OLD SOOCHOW LAQUER, CARVED, RHINOCEROS HORNS | present. and Other CARVINGS, PORCELAIN MOUNTED SCREENS, OLD PEKIN SNUFFBOTTLES and Other CURIOS, &c.

" A PINE LOT OF SILK EMBROIDERIES, Catalogues will be issued previous to the Sale, On View from FRIDAY, the 7th February. TERMS OF SALE :- As customary.

GEO. P. LAMMERT. Hongkong, 3rd February, 1806.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY.

the roth day of February, 1806, at 4 P.M., are published for general information, By Command, J. H. STEWART LOCKHART.

Colonial Secretary. Colonial Secretary's Office.

Hongkong, 25th January, 1806.

Particulars and Conditions of the letting Public Auction Sale, to be held on Monday, the 10th day of February, 1896, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Yaumati, Kowloon, in the Colony of Hongkong, for a term of 75 Years. PARTICULARS OF THE LOT.

of Sale.	egistry No.	Boundary Measure- ments.				tents in	nual Rt.	er nno-	
No	×	า	N,	₿.	E.	₩.	35	Am	110
•	Kow-		ſt.	ſŧ.	ft,	ít.		\$	9
4.	Inland Lot No.	Yaumati N. of K.	,			,	4		8
. I	674.	I. L. 659)	50	50	150	150	7,500	106	1.5

"GLEN" LINE OF STEAM PACKETS

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship "GLENAVON,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns, of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained. Optional Cargo will be forwarded unless notice

to the contrary be given before Noon TO-MORROW. Cargo remaining undelivered after the 10th instant will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 17th instant, otherwise they will not be recognised.

.Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 3rd February, 1806. "PINILLOS" LINE OF STEAMERS.

FROM GLASGOW, LIVERPOOL, ANTWERP, BARCELONA, CADIZ AND

HE Steamship BARCELONA,"having arrived from the above Ports, Consigness

of Cargo by her from Europe are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the oth instant will be subject to rent. 'No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or thortages not later than the 16th instant, otherwise they will not be

recognized. Bills of Lading will be countersigned by IARDINE, MATHESON & Co.,

Agents. Hongkong, and Pebruary, 1896, e o=dan's

Advertisements.

THEATRE ROYAL

CITY HALL Under the Distinguished Patronage of His Excellency THE GOVERNOR.

CONCERT BY CIGNORINA VICTORIA FERRY. Assisted by

SEVERAL LEADING AMATEURS. TUESDAY, the 11th February, 1896,

AT 9.15 P.M. SEATS can be Booked at Mesers KELLY & Walsh's, Ld.

PRICES AS USUAL. Hongkong, 3rd February, 1896. ADDRESSES AND PRESENTATION TO

A N ADDRESS from the Residents of HONGKONG and a Service of SILVER

DR. CANTLIE.

An Address from the Hongkong College MEDICINE for CHINESE and the CLINICAL STAFF of the ALICE MEMORIAL and NETHERSOLE HOSPITALS, will be presented to Dr. CANTLIE at the CITY HALL, CHAMBER OF COMMERCE ROOM, and 4 o'clock in the Afternoon of WEDNESDAY, 5th February, 1806. LADIES and GENTLEMEN are invited to be

C. MURRAY ADAMSON, } C. THOMSON. √ Secretaries. Hongkong, 3rd February, 1806.

TOY virtue of Government Decree of the 13th 1 January, 1896, No. 1, a Reward of G5,000 (five thousand guilders) will be paid by the GOVERNMENT of the DUTCH EAST INDIES to any Person or Persons who shall give such information as to the present abode of TAN BAN THANG, alles TAN SAWANG, or BABA SAWANG, late Chinese Cashier of the TREASURY DEPARTMENT In Batavia, or as to the place where the money stolen has been concealed, and which may lead to the discovery of the absconder or to the recovery of the money

Hongkong, 3rd February, 1896. THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LD.

NOTICE TO SHAREHOLDERS.

THE NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above COMPANY will be held at the COMPANY'S OFFICE, No. 4. Praya Central, at 12 o'clock (NOON), on MONDAY, the 17th February next, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 31st December, 1895. The TRANSFER BOOKS of the Company

will be CLOSED from the 8th to the 17th February, both days inclusive. EDWARD OSBORNE, Secretary.

Hongkong, 3rd February, 1896. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

'HE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the OFFICES of the COMPANY, No. 14, Praya Gentral, on MONDAY, the 24th February, 1896, at NOON, for the purpose of receiving the Report of the Directors, and the Statement of Accounts to the 31st December, 1896. The TRANSFER BOOKS of the Company

will be CLOSED from the 10th to the 24th February, both days inclusive. .By Order of the Board of Directors,

Acting General Manager, 1262 Hongkong, 3rd February, 1806.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT). THE Company's Steamship

Captain Cobban, will be despatched for the above Port on WEDNESDAY, the 5th instant, This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN & Co., General Managers. 1806. [218 Hongkong, 3rd February, 1806.

NIPPON YUSEN KAISHA. FOR SINGAPORE, COLOMBO AND

BOMBAY. THE Company's Steamship

"MIIKI_MARU," Captain F. Brown, will be despatched for the above Ports on FRIDAY, the 7th instant, at

For Freight or Passage, apply to NIPPON YUSEN KAISHA. Hongkong, 3rd February, 1896.

"SHIRE" LINE OF STEAMERS. FOR NAGASAKI, KOBE AND YOKOHAMA THE Steamship

"RADNORSHIRE," Captain Davies, R.N.R., will be despatched as above on or about TUESDAY, the 11th instant. For Freight or Passage, apply to DODWELL, CARLILL & Co.,

Hongkong, 3rd Vebruary, 1896.

To-dan's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAL (Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, HANKOW and PORTS on the YANGTEEL) Lisdangan. THE Company's Steamship

"TANTALUS." Captain Hannah, will be despatched as above TO-MORROW, the 4th instant, at 10 A.M. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, 3rd February, 1806.

THE CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED, FOR LONDON, VIA SINGAPORE, PENANG, &c.

THE Company's Steamship "KAISOW, E. Warrall, Commander, will be despatched as above TO-MORROW, the 4th instant, at 4 PM. For Freight, apply o

HOLLIDAY, WISE & Co., Agents. Hongkong, 3rd February, 1896. CHINA NAVIGATION COMPANY,

FOR AMOY AND SHANGHAL THE Steamship

"PAKHOL" Captain Stott, will be despatched on THURS-DAY, the 6th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 3rd February, 1896. OCEAN STEAMSHIP COMPANY. FOR KOBE AND YOKOHAMA.

THE Steamship

"!XION." Captain Nish, will be despatched on FRIDAY, the 7th instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE. Hongkong, 3rd February, 1896.

Untimations.

DAKIN. CRUICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY. HONGKONG.

AERATED WATERS

CIMPLE AERATED WATER.

CODA WATER EMONADE.

MINGER ALE

CARSAPARILLA. D ASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to HOTELS, CLUBS, MESSES and

other Large Consumers. Any complaints should be addressed to the Hongkong, 3rd May, 1895.

A. S. WATSON & CO.,

ESTABLISHED A.D. 1841.

WINES SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS. with Full Details, to be had on Application,

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out,

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET .- Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents. as is generally the case with Cheap Wines.

BRANDY,-All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY,--All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHIERY marked "E" is universally popular, and is pronounced by the best local conneisseurs enquiry. to be superior to any other brand in the Hongkong market.

We only guarantee our WIMES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY. Houghoug, 10th January, 1890.

DEATH. On the 1st instant, at his residence "The Rest," Macao, JOHN ROBINSON WHITE, late of Hongkong, aged 65 years.

MARRIAGE. On the 23rd November, at the Catholic Church, Newmarket, county Cork, by the Rev. MacSwiney, PP., GEORGE HENNESSY, Inspector of Police, Hongkong, to SUSANNA, youngest daughter of the late Barry Taylor, of

HONGKONG, MONDAY, FEBRUARY 3, 1896.

NOTES AND COMMENTS.

We note that a public meeting is called for Wednesday next, the 5th instant, at 4 p.m. for the presentation of addresses to Dr. CANTLIE on the eve of his departure from the Colony. One presentation is to be made in the name and on behalf of the community generally; another is on behalf of the College of Medicine for Chinese. I appears that there is to be no demonstration on the part of the association that owes more to Dr. CANTLIE than any other body of men in the Colony. We mean the "Odd Volumes." This association was founded by Dr. CANTLIE, and organised on lines suggested by him, and he has been its mainstay from the date of its birth until the present day. Whatever claims it has on public recognition and support it owes to the spirit he has infused into it and to the zeal energy he has devoted to its management. We hope to hear soon that his Excellency the Governor, as the President of the "Odd Volumes," has taken the matter in hand and that Dr. CANTLIE will not be allowed to leave the Colony without having received from the "Odd Volumes" abundant testimony that they are not too odd to be grateful.

There is another local Association equally in need of a reminder, and that the Hongkong branch-of the China Association. What has it done? What is it doing? What is the cause of its inactivity and silence? The Shanghai Branch has made a very good show and given a very good report of itself at its annual meeting and dinner. It has justified its existence and given its members something for their subscriptions. That is more than the Hongkong Branch has ever done. Has it been "got at," as the Unofficial members of Council (with one bright exception) have been got at, and induced to believe that if it will only keep perfectly quiet and say nothing and slang nobody everything will come out all right and British interests will be far more effectively safeguarded than ever. We are afraid that it is so, and that nothing can be expected from the Hongkong branch of the China Association, not even the return of the subscription monies paid.

The Japanese officers and soldiers concerned in the raid on the palace in whic the Queen of Korea is said to have been killed have all been acquitted on the grounds that whatever they did was done in obedience to the orders of their superior, Viscount Miura. It is a little difficult to understand how, after such a finding, Viscount Miura is himself also acquitted on the ground of insufficient evidence. There must have been abundant evidence that he gave th orders that set the Japanese soldiers in motion on "the occasion in question, otherwise the officers and men could not have been held free from blame. If he gave the orders, how comes it that he is not held responsible for the consequences

TELEGRAMS

REUTER'S MESSAGES.

INTERNATIONAL SPORT.

LONDON, January 31st. Yale University intends sending a crew to the Henley Regatts.

Lord Dunraven's Charges against THE "DEFENDER." The Committee of the New York Yacht Club

in their report are unanimous in saying that Dunraven's charges are disproved. LORD SALISBURY ON THE

SITUATION. Lord Salisbury in a speech said that the appeal of the Transvaal for foreign support proved what would happen in Ireland under home rule. Regarding the Venezuelan Question he mid that England had never contested the Monroe doctrine. Referring to Turkey he said that, as Great Britain was unable to go to war on behalf of the Armenians she must give time to the Sultan to execute reforms. He concluded by

Britain is isolated if she is united. (From Tonkin Papers.) THE WAR IN CUBA.

saying that he cared not how much Great

PARIS, January 22nd. The Cuban insurgents have retreated towards the eastern portion of the island.

THE TONKIN LOAN.

PARIS, January 23rd. During the discussion of the Tonkin loan M. Montfort demanded that an enquiry be opened as to the public contracts of Tonkin, and that the debate should be adjourned pending such an enquiry. The Minister for the Colonies opposed the motion, and was vigorously supported by M. Etienne. M. Krantz supported the motion for

PARIS, January 23rd. Prince Henry of Battenberg died at Cape Coast Castle.

THE LATE PRINCE HENRY.

(From Japanese Paperes)

ANOTHER KOREAN LOAN.

Skoul, Jan. 25th. The Korean Government has decided to dispatch Mesers K. Nilo and K. Miwa, Japanese advisers in the Finance Department, and three other Korean officials to Japan to raise a foreign

NAVAL.

NAGASARI, January 74th. Admiral Tyrtoff, Commander-in-chief of the Russian Asiatic Squadron, who has been transferred to a command in the Baltic, has hauled down his flag and left for home. Captain Schoukbine has assumed command of the Squadron.

LOCAL AND GENERAL.

SPORTING GOSSIP is held over till to-morrow

VISCOUNT Miura, late Japanese Minister at the Court of Scoul, arrived in Tokio on the 25th ultimo.

WE understand, officially, that the recent rain fall has not appreciably increased the supply in the Tytam'reservoir; at all events not enough to induce the Water Authority to Issue orders feramore liberal supply than has been graciously vouchsaled since 1st October, A.D. 1895.

Wx read in a Bangkok paper that some Chinese members of the crew of a well-known Bangkok liner concealed six tins of opium " in the casing of the wheel-chains on the bridge." The Oplum Farmer's aides found the " plant," and seized it, but failed to find out " who man b'long."

THE third round in the Victoria Hotel billiard hardicap was begun last Saturday evening, and games in connection with the contest will be played every evening this week. With the return of the genial host, Mr. Farmer, interest in the handicap has revived, and some spirited contests may now be looked forward to with confidence.

IT is notified in Saturday's Government Gazette that Inspector D. Bremner, Acting Inspector D. Hall and Sergeant P. McNab have been appointed Inspectors of Naisances. If we had less fine and large "spectres," more well-paid scavengers, and a more rational administration of the whole Sanitary Department the health of the community might be improved.

MR. SKERTCHLY, the Head Master of Kowlood School, is to be congratulated on the success he has attained. Nineteen of his pupils were eximined at the close of last year and every Molon and W. Howell, of H. M. S. Marathon, creditable manner. After this we shall be charged with having trespassed in the Bljon prepared to see the names of students from this | Theatre, Calcutta, and committed mischief new scademy figure in the Oxford Local lists | by damaging a charlot used in the performance in the near future.

THE China Gasette learns from good authority bat an intrigue is afoot in Korea to appoint M. Waeber, ex-Russian Minister, to be Adviser to the King of Korea. M. and Mdme Waeber were warm friends of the late ismented Queen, and the appointment, of the ex-Russian Minister to such a post cannot fall to have a considerable interest for all who watch the progress of events in the Peninsular Kingdom.

THE Japanese government has decided to issue postage stamps in commemoration of the Chino-Japanese war, and 'the new issue will appear in June next. They are said to be of two kinds, one bearing the portrait of the late Marshal Prince Arisugawa Tarmhito, Chief of Staff of the Army of the Empire, and the other carrying the protrait of the late Lieut-General Prince Kitashirakawa, Commander of the Imperial Guards in the war in Formoss.

GERALD JAY is the name of a rising artist whose studio is situated in D'Aguilar Street. He has recently set up in business and has already earned a good name as a landscape and scene painter. Among other well-executed picture that caught the eye of a Telegraph reporter who dropped into Mr. Jay's studio the other day were capital paintings of the Memnon, Tat Chow, and Phra Chom Clas, while in the rear of the studio were seen, partially completed, excellent copies of Harding's famous masterplece "Too Late " and a very pretty representation of sunset es seen from the Island of Trinidad.

(L. and C. Express) publish, that several Theatre and went after him. An officer from the changes have been made in the way of Bonaventure and another from the Marathon, acc-lerating the services. This seems to be who were in court, gave the men good charac-Messageries Maritimes, whose programme is them to three weeks' rigorous imprisonment, quite alfered, as we have already indicated it was arranged to be carried out. In future alternate boats on the China line will preceed outwards and homewards vid Bombay, the China mails for such vestels as go to the Indian port being taken by the Australian line boat, and transshipped at Colombo. The Australian boats are much faster, and the result, as far as London people are concerned, will be that the homeward mail will reach London on Thursdays on a large reason is, as the L. and C. Express has stated, number of occasions, an arrangement that is not nearly so convenient as the Monday, to which the habit of many years has accustomed Londoners.

Nor a few of our readers will be glad to hear that "Charife," Rebinson, one of the most popular comedians that ever settled in this fareway fele of fragrant streams and never-to-beforgotten odours, returned to the Colony last Saturday, and at once rejoined the staff of the Electric Light Company, with which he has been connected aver since the first coil of the scores of miles of wires which now carry light through the streets and lanes of this city was landed on these shores upwards of five years ago, " Charlie " appears to have benefited considerably in health by his trip to the Old Country, and is, in fact, in such fine " form " that it would be a thousand pities if his 2 p.m. -Hearing of a charge of conspiracy to services are not promptly availed of for a public entertainment in aid of the "Kdgar" Relief Fund which, as far as Hongkong is concerned, has not reached the dimensions which might not unreasonably have been expected. Hongkong came very near being eclipsed in this respect by Nagazaki, while Yokohama took the shine ou of us in one set, er, to he more concise perkape.

THE German ironclad Katter, having completed the repairs necessitated by finding an "unknown" near Amoy, left for Quemoy yesterday accompanied by the leene.

NOT long since four Lieutenant-Colonels R. E. were specially selected by the War Office for service in India on account of their previous Indian experience. They were sent out in order to relieve the Indian Government from the necessity of premoting Majors, R. E., to the rank of Lieutenant-Colonel over the heads of brother officers senior to themselves in England and the Colonies; but from the time of their arrival in India all four of these officers have been kept compulsorily unemplayed, and they are now cooling their beels at the headquarters of the several Indian military divisions, Rawaipindi, Nani-tal, Poons, and Ontacamund. Truth thinks it is high time that some explanation of this state of things was demanded by the Home Government, not only in the interests of the officers themselves, but also in that of the Indian taxpayers, for each of these gallant Colonels is drawing 1,062 rupees per month for doing

AT a dinner given at the Imperial Institute. London, on the 15th ultime, to Sir Joseph West Ridgway, the Governor-elect of Coylon, Lord Stanmore presided, and Lord Wolseley, Sir Aithur Birch, General Massey and many merchants and planters from Ceylon were present. Lord Wolseley, in a speech, said the Army was rever better prepared than at present to do whatever was required of it. Sir West Ridgway made a long speech in which he dwelt on the importance of the strategic position of Ceylon, especially Colombo, He said he would do his utmost to extend the roads and railways in the Island and develop Its industries; he would give special attention to inigation and the promotion of commerce. As regards the defences of the Island, Sir Joseph said it would be his endeavour to improve the Volunteer Force, for he was of opinion that preparing for war was a guarantee of peace, and he hoped Ceylon would take her part.

D'ARC'S MARIONETTES IN COURT | We read in a recent issue of a Calcutta paper that M. one of them passed their exams in a highly and F. Trigear, of H. M. S. Bonaventure, were of "Blue Beard" by the D'Arc's Marionettes, breaking an electric lamp, smashing the package van, and other things. Superintendent Davies stated that two of the men, who were on shore on leave, went of sleep on the maidan near the Bijon. Theatre on Saturday night, being then more or less under the influence of liquor. Shortly after the performance of D'Arc's Marlonettes was over, one of the men awoke, as he said, on being struck a blow, and found he had been directed of his pants and shoes. He thought he saw the man who had struck him ren into the Billio Theatre, and he awoke his shipmate. By this time the two men were joined by the third, who was returning to his vessel. All three then rushed into the Theatre, by tearing down some of the mit wall, chased after the man who was in charge of the place, and who, they thought, was the person who had assaulted one of them. They broke open the stagedoor, got on the stage, where they found the chaglot and threw it off the place, broke an electric light, smashed the prokage wan, and caused other damage. Constables Pitcher and Thuronan and another constable arrested them. They were charged the next day before the Naval authorities and were eventually brought to the court. Mr. E.C. Clitherow, the stuttering manager of D'Arc's Marionettes, said that the charlot was worth £20. It was broken in two, and would cost £10 to repair. He did not wish to press the charge if he received the amount of the damage. His Worship observed that Mr. Clitherow would have to goto a Civil Court to obtain damages. In reply to the court, the accused said they had no intention of doing any mischief, but were merely looking for the person who had assaulted one IT will be gathered from the table of Mails of them and deprived another of his breeches to the Fer East for this year, which we and skees. They saw the man running into the the characteristic of all'the lines wid Suez Canal, | terr. His Worship convicted the accused of and more especially in the case of the trespass and mischief, and sentenced both of

> THE returns of the number of visitors to the City Hall Museum for the week ended Feb. 2nd; are: Europeans, 173; Chinese, 2,208; total

> CONTRARY to the statement made recently in some quarters, the answer of the Chinese Government to Lord Sallsbury's demands, made in consequence of the Franco-Chinese Convention of June last, has not yet been delivered, The once or twice recently, the lilness of the Chinese Minister in London. His Excellency up to the and ultime had not been able to get about, and

the answer had not been given, MEMORANDA.

TUESDAY, - 4th February. The Jury List for 1806 closes. At 5 p.m .- Karlsruhe leaves for Bremen and ports of call.

The Transfer Books of the China Fire Insurance Co., Ltd., close from this date to the 19th inst, inclusive. il s.m .- French Mail closes. 11 s.m.—The appeal case of Mr. Chau Treng-lat

WEDNESDAY,-5th February.

against a decision of the Police Magistrate will be heard at the Supreme Court, Noon.-Annual Meeting of the Hongkong Ice Company, Limited, at Messrs Jardine Matheson & Co.'s office.

defraud at the Magistracy. THURSDAY, -- 6th February. Noon-Public examination, in bankruptcy, of Mr. R. F. Birchall, and of Wong Lisam.

SATURDAY, -- 8th February. At noon, -China leaves for San Francisco, wia usual ports of call. At o p.m.-A.D.C. Performance at the Theatre Royal, Chy Hall

THE WEST POINT BUILDING COMPANY, LIMITED.

The seventh ordinary general meeting of shareholders in the shove ramed Company was held to-day at noon, at the office of the Company, Victoria Buildings. Hon. C. P. Chater prosided. and there were also present Hop. J. J. Bell-Irving, Messrs. M. D. Ezekiel, (Directors) B. Johnson, P. Jordan, G. H. Potts, E. A. Hardoon, C. Inchbald, H. N. Mody M. S. Silas Sassoon, C. S. Sharp, J. Y. V. Vernon and A. S. Hooper, (Secretary.)

The notice calling the meeting having been

read by the Secretary. permission we will take the report and accounts of the passengers and the efficient working of for the past year, which have been in your hands | the ship and cargo, including a complete instalfor some days, as read. You will observe that | lation of the electric light, with duplicate the profits shown for the period under review | dynamos. There is also refrigerating machinery amount to \$8,944.78, as against \$9,612.07 for and chambers for the transport of frozen meat, the previous year, and our gross returns show a ctc. The general dimensions are: Length, 33oft.; decrease of \$4,721.83. This is accounted for by breadth, 42ft. | depth, 25ft. The vessel has a topthe fact that in the previous year the Govern- gallant forecastle long bridge, and a full poop. ment rented the whole of the vacant floors during The hull and machinery have been constructed the time of the Plague for the sum of \$7,343.52, under special survey to Lloyd's highest class, and in addition to which several of the tenants vacated | in accordance with the Board of Trade requiretheir premises in many instances on account of ments for passenger steamers. The upper decks their business necessities. In the first month of and fittings are of teakwood. As the vessel will 1895 the gross rental of the floors which were let | be employed in tropical climates, the passenger amounted to about \$1 670 per month, in August | accommodation has been placed on the to \$1,400, but since then, when a recovery set in, upper deck, which admits of perfect ventilation, the number of floors let have risen considerably, and consists of luxurious rooms amidships for 50 and to-day the gross monthly rentals amount to first-class passengers. The large and roomy \$1,800 leaving only 87 floors out of a total of 202 to be let, and these we have every hope of filling very shortly. But the large number of tenements similar to our own which are still to be let In the Colony has necessitated our considerably | bridge deck, is a handsome dining saloon, reducing the rent of each floor from what we had anticipated, and from what we had commenced to let them for, but your Directors deemed it advisable to get tenants at comparatively low rents rather than keep the property vacant. Turning to the expenses for working the Company, there is an increase of about \$400 for the amount paid for rates and a decrease in commission to Agents of about \$200. For the coming year there will be a considerable increase under the head of Fire Insurance owing to the new increased tatiff agreed upon by the Insurance Companies. and in the incresse of the insurable value of the premises on account of extra cost of building materials, etc.; but as against this I am pleased to inform you that the amount to be paid as interest on your morigages will be very much lessened, as your Directors have made arrangements for mortgaging the property at a lower rate of interest than formerly, which we have no doubt you will deem satisfactory. It does not occur to me to make any further remarks, but I shall be pleased to answer any questions any shareholder may desire to ask.

Mr. Johnson:-It is very gratifying indeed to the shareholders to hear that the rental of our property has increased to \$1899 this month, and I hope that the increase will continue and that the value of property in the West Point district will steadily advance, and that larger ! returns will be the sule.". I sgree with the Directors in thinking a lower price better then unoccupied houses. I am also very much pleased to hear that the Directors have been able to accutheir way clear to securing us lower interest on our most rages this year, as this makes a very | to turn out a good ship. He thought they had great difference to our returns. But in your no reason to be ashamed of her apprarance, and femarks, Mr. Chairman, you did not tell us the | he believed she would satisfy all the requiredate this was to take place.

The Chairman :- As soon as the money is available—which I think will be in a month or | had come from London for that special purpose, two at latest

Mr. Johnson :-- Under these circumstances I beg to propose the adoption-

The Chairman :-- Yes. I beg to propose the adoption of the report and accounts. Will you second that ?

Mr. Johnson :- I beg to second that motion. Carried unanimously.

The Chairman :-- The Hon. J. J. Keswick and Mr. J. S. Moses having left the Colony, the Hon. J. J. Bell-Isving and Mr. M. D. Excklel have been invited to join the Board in their places respectively. This requiries confirmation. Mr. Jordon :-- I beg to propose the re-election as Directors.

This was seconded by Mr. Sassoon and carried -without dissent.

. Mr. Mody :-- I beg to propose the election of Mr. M. D. Ezckiel as a Director "of this Company. Mr. Sharp; I have much pleasure in

seconding that.

Carried. the Board, it is the desire of my colleagues and off by the vessel in charge of Lieutenant myself that the shareholders should appoint a .Yoshima, on Sunday. Contrary to the report New one of us, no Board meeting can be held. The any other members of the crew were injured. Articles preclude the Board from adding to its They lost practically, all their personal effects, number as it can only appoint a shareholder to fill however. A few hours after the crew got acasual vacancy, and it is therefore necessary for | mahore the masts went by the board, while the the appointment to be made in a general meeting.

Director of this Company. Mr. Sharp :- I beg to second that, Confirmed.

Mr. Vernon :- I beg to propose the re-election of Mr. Fullerton Henderson's Auditor.

Mr. Potts :- I have much pleasure in seconding. Carried. The Chairman :- Dividend warrants will be

seady to-morrow morning and those of you who apply here for them will receive them. This terminated the business.

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

the shareholders of the above named Company at the fifth ordinary annual meeting to be held at the offices of the General Managers, on the roth Instant at 3 p.m. :-

The General Managers beg to submit to the shareholders their report on the working of the Company and a statement of accounts for the year ended 31st December, 1895.

The net profits of last year's working, including \$1,438.82 brought forward from last account. amount to \$11,706.05, out of which the General Managers, with the approval of the Consulting with their angines on lighters alongside. As Committee, recommend to pay a dividend at the the fire increased the Viadnik and Gaydamak rate of eight per cent., absorbing \$7,800, to place \$2,600 to the credit of a Reserve Fund, and to carry the balance of \$1,406,05 to new Profit and Loss Account.

state of repair.

CONSULTING COMMITTEE :-- In accordance with the Articles of Association, Mr. P. Sachse and Mr. H. Stolterioht retire, but offer themselves for re-election.

AUDITOR :- The accounts have been audited by Mr. F. Henderson, whose re-election is recommended.

MIYER & Co.; General Managers. Hongkong; 31st January, 1806;

A NEW AUSTRALIAN LINER.

DISCRIPTION OF THE AUSTRALIAN." The following description of the Eastern and Australian Steamship Company's new steamer Australian (Messrs. Gibb, Livingston & Co. agents) is taken from the Glasgow Herald of the 10th December :--

On Saturday Messrs R. Napler and Sons 'Limited' launched from their shipbuilding yard at Govan a strel screw steamer of about 3000 tons gross for the Eastern and Australian Steamship Company, London. The vessel, which is named the Australian, has been specially designed for the company's important service between, Australia China, and Japan, and is fitted The Chairman said :- Gentlemen, with your with the most modern appliances for the comfort state-rooms are situated on the upper deck and are lumished with the most recent improvements, including wire-woven mattresses, folding lavatories, electric bells, etc. Above, on the music-room, and smoke-room, in polished hardwood, with a sun deck overhead on which the boats are placed, and which forms a sheltered promenade for the first-class passengers. The second-class" passengers—there is accommodation for 42-have very comfortable quarters in the poop, with a dining saloon, smoking-room, and large state-rooms; while the forces into the region comprised in the tween decks afford spacious accommodation for emigrants or troops. The machinery, which is supplied by the builders, consists of a set of tributaries, together with the coast from Muone triple-expansion engines capable of indicating | Bangtaphan to Muong Pase, the basins of rivers 2,000 horse-power, with two steel bollers for a on which these two places are situated, and working pressure of 175lbs. Having been built | basing of other givers having estuaries in that with a cut-water bow and figure-head, the vesselhas a very handsome appearance, which will be enhanced by a smart two-masted rig, and is altogether a fine specimen of a high-class passenger and cargo steamer. When all was ready for launching the boat, the christening ceremony was performed by the Hon. Mrs. C. E. Bright. After being successfully launched the Australian was towed up the harbour, where she will be fitted with machinery. After the launch the builders entertained a small party to lunch in the model-room. Mr. John Hamilton, on behalf of the builders, proposed success to the Australian! He said the vessel was the first that had been built by Messrs. Napier for the Eastern and Australian Company, but he trusted the order would soon be repeated. The versel was somewhat similar to the steamers they had built for the Aberdeen line, and the best wish he could express, was that she might be equally successful. The builders had done their best

> ments of her owners. He also referred to the fact that the ledy who had christened the boat and proposed a special toast in her honour. Mr E. C. Bright replied on behalf of his wife, remarking that he hoped the owners of the new steamer would require more vessels, and he was sure they would give their orders to the builders of the Australian, MARINE CASUALTIES.

THE LOSS OF THE "ANNE MAIN," NAGASAKI, January 29th. Captain Crosl and the crew of the Anne Main arrived here safely on Sunday the (26th) in one of the small steamers attached to the Sasebo dockyard. The vessel, as previously stated, left of Hon. C. P. Chater and Hon. J. J. Bell-Irving | Shanghal on the 17th instant, in ballast, for this port. Very heavy weather was experienced on the evening of the seth, while attempting to weather the north end of the Gotos, a perfect gale setting in from the N. W. In spite of every effort, the vessel became embayed, and at about 2 30 a.m. drove ashore at Naka-Kurase. A line was got ashore by one of the crew, and by the aid of this all hands managed to get ashore, with the exception of an unfortunate Chinaman, an A. B., whose body was picked up and buried the Articles require three to form a quorum of kindness, and they remained there until taken unless Parliament interferes, fourth Director, for, in case of the absence of already received here, neither the Captain nor and vessel commenced to rapidly break up, and now I therefore propo e that the number of the Board remains almost entirely submerged in a condibe increased from three to four, and I have much tion' which precludes all hope of her being pleasure in proposing Mr. Inchbald as a raised.

BOARD OF TRADE INQUIRY. The official enquiry into the wreck of the vessel was held yesterday morning (28th) at the British Consulate, Nagasaki, The Court was composed of J. J. Quinn, Esq., H.B.M. Consul, and Lieutenants R. E. R. Benson, R.N., and M. S. Pasley, R.N., of H.M.S. Porpoles. After Total, in seven years, 18 ships, and (giving the hearing the evidence of Captain Croal and last two the average of their predecessors) 371 Messrs Sharpe and Harnett, the chief and lives lost, second officers, "judgment was delivered to But these are not all. During the current year, the effect" that the vessel was well found ('95) three more vessels have been missing so in every respect; that the conduct of long that they are practically classed with the the officers and crew was satisfactory and free others. Their names are :-from blame, and that, in the opinion of the Court, the intention of the Captain in trying to enter the to Tocopilla, June 25th. Tsuwa-saki Channel at night was improvident in the extreme, and that he was "guilty of an | to Valparaiso, July 11th. error in judgment in continuing on the tack he | King Arthur, 1,647 tons, Newcastle to Val-The following is the report for presentation to | did in such weather until the failure of the ship | paraiso, August 1st. to stay involved certain disaster." The expenses of the Court (£2) to be paid by the Master.

FIRE ON THE "TENSHIN-MARU." Early on Saturday morning last an alarm of fire was raised on board the N.Y.K. steamer Tenshin-maru, then lying in Kobe harbour, Water was at once poured into the after That shows the underwriters' estimation of their hold, whence dense volumes of smoke arose Korniloff and Veadnik assisting with hand works out :pumps, while several Japanese brigades worked came alongside and made use of their steam pumps, and as it was probable that the vessel would sink from the amount of water that had been pumped into her, Captain Forbes, The buildings of the Company are in a fair | the Superintendent of the N. Y. K., advised Captain Tibbals to take his vessel into shallow water. This was accomplished without mishap, and at about noon Captains Forbes and Tib- | desiruction. bals with several other gentlemen tried to enter

in the day the vessel grounded and the fire was extinguished. The Tenskin mars was formerly known as the Worcester, and was loading timber for Formera. "A large amount of fodder for horses, in the 'tween-decks, is said to have been the first of the cargo to catch fire.-Nagasaki Express.

ENGLAND, FRANCE AND SIAM.

Bangkok, January 24th. Reuter's Agency never had an opportunity for redeeming its name in Siam so great as that which has just been so utterly thrown away. Better to send no messages at all than to send such misleading, insdequate, and carelessly drafted telegrams as have been published during the past few days. The ignoble whine as to the cost of messages in which its local agent indulges is no excuse whatever. To have wired out the authentic news published in the London Gazette would have been far too sensible an undertaking, and hence no correction has yet come of the ridiculous statement that Lord Salisbury had been dishenest enough to give Battambong to France. To show how entirely useless has been Reuter's expenditure. on telegrams the very misleading character of which is attributed to the firm's want of sufficient money, we now print a copy of a telegram officially received by Mr. do Bunsen, H.B.M. Charge D'Affairs, as follows :-

The agreement between France and Great Britain, signed on the 15th January, was published in the Gazette on Tuesday, It is therein provided that the thaiweg (centre) of the Mekong shall form the limit of the possessions of the two Powers from the Nam Huck northwards to the Chinese frontier. The two Governments engage that neither will, without consent of the other, under any pretext, advance armed basins of the Petchaburi, Mcklong, Menam, and Bangpakong rivers and coast, and including also territory north of the basin of the Menam and situated between the Angio-Siamese frontier, the Mekong river, and the eastern watershed of the Me Ing. further engage neither of them to acquire any exclusive privilege in this region, but these stipulations are not to derogate from the rights of France under the treaty of 1803, in regard to the 25 kilometre sone and the navigation of the Mckong. There are other stipulations respecting trade privileges in China, etc. The agreement is accompanied by an exchange of Notes giving assurance of the joint solicitude of the two Governments for the security and stability of the kingdom of Siam, and of their desire to maintain with it the most friendly relations and to

respect existing conventions. A dispatch to Lord Dufferin is also published explaining that in making these engagements in regard to the central portion of Siam the English Government must not be considered as implying any doubt or disregard of the title and rights of Siam to other portions of the kingdom, but have been actuated by considerations of the commercial and industrial importance of the regions in question.

Here it is seen that France does not get the Mekong provinces of !Siam, but, on the other hand, binds herself to respect existing conventions-by which the whole boundary between Siam and French territory is plainly mapped out. As we have all through declared, England has Boards" are a vertical partition built along the no design whatever on the Malay Stater, cargo-chamber, and secured so that the coals and has consequently also readily bound herself to respect her streaties with Siam. We have here, then, a perfectly friendly settlement which guarantees the independence of Siam absolutely, ment will not fall through the centre hatchway and bears out the spirit of the words of to the other side of the ship, but will settle down the present French Government as to the abandonment of the policy of colonial expansion. - Bangkok Observer.

NEW SOUTH WALES COFFIN-SHIPS.

SYDNEY, December 28th. The Bulletin dedicates this article to the memory of the hundreds of men already sent to their death in Newcastle (N.S.W.) coffin-ships, and pains are required to stow them tightly into The Chairman said-Gentlemen, as there are the following day. The natives ashore treated and to the widows and orphans of those who will the sides; and this is where the trimmers shirk only three. Directors of this Company, and as the ship-wrecked men with the greatest be similarly "lost" next year and afterwards, the work and leave shifting cargoes. Supervi-

Here is a list of vessels which have sailed from

	Name.	Tone.	Hands.
1000-	-Niagara	-	7
	ACAD MARKETY PROPERTY.	2440	29
41	Of the Bull Hand of the second	1618	-
	LOTHER DI LOTHER BOTH	2069	
1800-	PRINCIPLE CONTRACTOR C	Tier	01
	F GTD CAIA	-	
44		251Q	87
1809-		407	
	FIRST L PRINT		
	Minnie Young	1431	
1.4	Colemn		
1303	Col+ymannennennen	3814	10
2099	-Lamorna	1923	41
••	Cowanbura	4079	31
	Woolton	4154	85
1004-		1007	W7
1795-	TO IL ILL DI AU CONTRACTOR CONTRACTOR	1300	-
	- SULULION ISSUES STREET		
	Menal	_	-

Noddleburn, 1,081, tons, sailed from Newcastle

Lady Lawrence, 1,482 Itons, from Newcastle

The ordinary London rate of re-insurance on the cargoes of these vessels would be about 30s. per cent. On Oct. 11th the rates respectively quoted for them at Lloyd's were :--

Noddleburn, 75 gainers. Lady Lawrence, 50 guiness. King Arthur, 25 guineas.

7 years; 21 ships; 43t lives. Or three ships and 61 lives per annum since

" missing at Lloyd's "—ships which have sailed gaily out of port and been swallowed up by the annum. ocean, without leaving one man, one spar, one

the same period. Only one has gone missing—the hatch, when it collapsed and three of their same period. Only one has gone missing—the hatch, when it collapsed and three of their same period. Only one has gone missing—the hatch, when it collapsed and three of their same period. Only one has gone missing—the hatch, when it collapsed and three of their same period. Only one has gone missing—the same period. Only one has gone missing—the was going to make. She's a cranky moral well-being among the Chinese population.

Admiral Buller arrived to succeed Admiral the steamer Reserv. Which has been pure the west in the steamer Reserv. The new British dollar was chard by the Chosen Kalaka, of Tokio, is now the same as the Repo Mark.

Well, there is many as nave test stancing of the voyage prince to the promotion of physical and the was going to make. She's a cranky moral well-being among the Chinese population.

Admiral Buller arrived to succeed Admiral the stance of their same same period. Only one has gone missing—the was going to make. She's a cranky moral well-being among the Chinese population.

Admiral Buller arrived to succeed Admiral the stance of the was succeed. The stance of the same same period. Only one has gone missing—the was going to make. She's a cranky moral well-being among the Chinese population.

Admiral Buller arrived to succeed Admiral The steamer Research was ching the was succeed. Admiral Buller arrived to succeed Admiral Buller arrived to succeed Admiral The steamer Research was ching the was succeed. Admiral Buller arrived to succeed Admiral Buller arrived to succeed Admiral The steamer Research was ching the was succeed. Admiral The steamer Research was ching the was succeed. Admiral The steamer Research was ching the was succeed.

the last quarter of a century but three ships in | you see, and a man can't quarrel with his bread | received. The design is, however, freely critithree in ag years; in Newcasile, ar in seven Is there no significance here ?

1893 are not available, but in the seven years missing coal-laden westels were reported; from | sack of coals and thrown late the sea. Murdered | of the agitation. Renewed complaints have seven years, at missing coal-laden vessels wito reported! Yet the average number of coal-lade a vessels annually leaving British parts is not less fighting for the last farthing of profit, murdered Bay, sent in her gig and carried off to Cheung-

What is it gives Newcastle this evil pidcompanies decline to take the business at any | certific tethat coal cargoes are properly trimmed. | affirms that the British Government will rue the price. And the unanimous opinion of competent No vessel should be permitted to leave port. day when the Contagious Diseases Acts were and unblassed persons who have considered the unless such a certificate, in writing, is deposited abolished. facts is that the method of stowing Newcastle with the port authorities. Shifting-boards, side- MACAO.—Allusion has been made, above, to exceptional loss of ships and life. There is no be made compulsory. While cargo is being average death-rate in May is said to have been compulsory survey; the coals are not properly loaded the surveyor should be practically in com- 16 per cent. After that, however, it gradually trimmed; " shifting boards " and " side hatches " are the exception rather than the rule; and in the first rough-weather the coals rattle over to leeward, and down the vessel goes till the Day of Judgment!

A little explanation will make this clear to the non-hautical reader. Most cargo ships have two decks, a 'tween deck and upper deck. The coals are stowed in the hull beneath the upper deck. and the tween deck divides the space horizon- enforce a minimum wage for them it can easily, colony. tally into two compariments. Sometimes the tween deck is a mere framework of joists; more | sufficient pressure to bear to ensure that the often it is boarded in, and there is a hatchway in the centre. The coal is supposed to be trimmed level and packed tightly, so that it will not shift and the ship will rest upon an even keel. If it is not well trimmed and properly packed, when the ship rolls with the shock of a ber side, or topples her ever altogether. hamper, that once overbalanced they can rarely recover, and so they founder before there is time even to launch a boat. In that way, it cannot be doubted, most of the missing Newcastle Portallach, so hurled on to her beam-ends by a heavy sea, survived to tell the story. The crew were able to trim the coals again, and she returned to port. The mate stated that the coals were so bidly stowed that they could walk over the top of them in the That is to say, instead of the cargo filling the whole of the space 'tween decks, and thus being unable to shift with the rolling and plunging of the vestel, the coals had been practically thrown in a heap in the centre, with a considerable space between them and the vessel's sides. and a space of 30ft or 40ft between them and the forward bulkhead. Thus when the ship lay over on the port tack the coals all fell to starboard, and when she went about again they were once more thrown violently across to leeward. In bad weather the cargo was shifting all the time, and as it crashed against the ship's sides it sounded, said the mate, like a discharge of

heavy artillery. The suggested remodles for bad trimming are "shifting boards" and "side hatches." "Shifting cannot roll from side to side of the vessel, " Side hatches" are additional openings in the 'tween deck, next the vessel's sides, so that when she rolls the coals on one side of the upper compartstraight and tighten up the whole mass. But these things imply a little additional expense and a little additional trouble ; the want of them only means the loss of a few lives, so they are

not often provided. The trimmers murder the sailors, and "competition " murders the trimmers. If their coal cargoes had been properly trimmed probably nine in ten of the missing Newcastle ships would have reached port safely. But the men employed will not trim properly. As the coals rise to the height of the deck it is obvious that much labor tion-at the time-is prac'ically impossible. The trimmers resent any interference, and are apt to accidentally drop a lump of coal upon an interioper which will stretch him senseless. The ship's officers know this, and rarely or neveventure below. The stevedore takes the trim-

therefore to omit precautions altogether?

truly, that the price per ton paid them for trim- \$2,143,000. The revenue for 1896 is estimated ming coal will not allow them to do the work well at \$2,288,366, and the expenditure at \$2,479,062. and live. Their pittance a few years ago was The colonial finances profit by the success of 4d. per ton ; now it is 1 d. or ad.-less even | Singapore in its battle over the military contrithan the sum paid in chesp-labor Britain | And | bution, the proportion of Hongkong having now chances of ever seeing port. Give them crews It is noteworthy that the decrease in the rate of been fixed, like that of the Straits, at 172 per bosts' crews from the Gaydamak, Admirol in the same ratio as the others, and the sum trimmers' wages is almost coincident with the cent, of its revenue. The Colonists claim that, in increase in the number of Newcastle ships gone | order to put their case really on all fours, the missing. From 1865 to 1888-24 years-only Municipal expenditure should first be deducted, on the 27th ultimo, and had thick drizzling rain seven missing vessels are recorded; from 1880 as that constitutes, in the Straits, a separate all the way. to 1895 seven years—there are at. And it was administration. The shipping passing, through Mark this; these figures do not include soon after 1886 that there began that loss of the port in 1894 totalled 14,248,070 tons; 1895 is vessels known to be burnt, or foundered, or Newcastle trade which has not yet been made expected to show an increase of some 600,000 wrecked. The list is simply a list of ships good. But, trade or none, 1d. or 2d. in the ton | tons. It is noted that both ships and junks tend of coal is not value for 60 or 80 human lives per to increase in size. Referring no doubt to the

And such lives they are—the pick of the during the plague, Sir William Robinson has sail or plank or chip to tell the tale of their scafaring community ! Cautious sailors give announced that the Government propose in Newcastle a wide berth : daring ones take the future to subsidise only those schools at which How do the figures compare with those of first ship that comes to hand, and trust to the special attention is paid to the teaching of the hold. In this they were beaten back by other ports? Take Sydney, Out of Sydney, chapter of accidents. There is a strange reck. English and modern subjects, with a view to the flames and smoke, however, and several every year during the last seven years, have lessness—spathy—fatalism—about a seaman, dispel the ignorance and blind superstition that of them were pulled out in an unconscious sailed from 1500 to 1700 vessels—from twice to A few months back the captain of one of the have proved, and still are proving, such a stumstate. Later, several Japanese were standing theice as many as have left Newcastle in the vessels named above was talking of the voyage bling-block to the promotion of physical and Maru,

Compare other coal parts. Figures from LLOYD's." Poer widow | pass crohans !

to 1893 there were repetted "missing " from years means micely to many widows and opportunity, during his stay in England, to press Swansen, one vessel; from the Tyne twelve; orphans; and if the; Is any value in evidence, the question upon the Colonial Office. Lord from Cardiff, two; from Liverpool, four. From most of the: men well murden i in cold blood Ripon is believed to have been disposed to grant all the ports of Britain, during seven years, 27 is surely as if they had been weighted with a an equality of votes; but nothing has yet come the single post of Newcastle, N.S W., during by careless cargo-t: immers, murdered for want of been made of the intolcrable stringency of the cargo, murdered by greedy owners and agents | chased two boats, In August, into Pokioolum than 15 times the number of vessels leaving in the absence of the State supervision which | chow such of the crows as did not escape by Newcastle, N.S.W. Is there no algulficance voicless sailors are always the last class in the swimming. This, combined with strategic community to obtain.

oal cargoes is almost wholly to blame for the hatches, and other necessary precautions should | the outbreak of plague in Macao in April. The mand of the ship. Trimmers have a knack of died out, an exodus of Chinese to the mainland guarding against after-survey by building a wall of possibly conducing to that result. Trade is coal around the hollow spaces they leave. If the | declared to be moribund; nor is there believed surveyor suspects that the loading is not being to be any prospect of improvement unless soul off the vessel while he satisfies, himself by | Enterprise of another kind is, however, foreexamination. Any attempt to evade these con- shadowed. Messrs, Bastos and Basseto have ditions should be severely punished. As for the trimmers. If the Government cannot directly for minerals which are believed to exist in the as by far the largest coal-consumer, bring

men are sufficiently paid for their labour. readers of The Bulletin-they are the stalest of commonplaces at Newcastle, and familiar enough in shipping and Parliamentary circles Six months ago, a return giving full particulars sea the coal tolls with her and throws her on of lost ships and lives was presented to the N.S.W. are not more energetically worked. A tri-weekly Parliament. Why, there, is nothing done? narrow are modern ships in proportion to length, Simply because the sailors, as already said, are and Hongkong, vid Colombo, Singapore and and such weight is in their fron masts and top the Cinderellas of the working classes, only too Manila. Trade continues, on the whole, to thankful to get an occasional crust from Par- improve; though gold monometallism tends, of liamentary bounty. Other labor-members course, to hamper imports while endouraging represent the miners and wharf-laborers : no labor-member represents them, for-bere tovessels have met their fate. One of them, the day and gone to-morrow—the deep-sea re-arrangement of the corrency will be difficult. wanderers have no votes worth counting. So there is practically a Parliamentary conspiracy Mindanao, but with more than usually practical of silence in the matter of the risks they suffer. results. A number of chiefs have submitted. The members who represent Property don't care | and the conquered territory has been formed to show how the reduction of trimmers' wages has indirectly drowned nearly 500 men in the tween decks, and all round them as well, last seven years; the members, who represent The streets were lighted with electricity in Labor don't care to show that, whatever their excuse, for these deaths the trimmers—who may note that a reconstruction of the Maulla have votes-are directly responsible. And so Railway Company is on the point of being the cry of the saliers beats vainly on cars closed | carried out. by interest or greed.

Nevertheless, Parliament must move in the matter at once. With four and five vessels going missing every year from preventible causes; with an annual loss of upwards of roo lives. the matter cannot be shirked any longer. The crime has become a national crime, and that it should be tolerated in Australia puts every Australian to shame.

HONGKONG, MACAO AND THE PHILIPPINES.

The retrospect of the year 1895 published in the London and China Express of the 3rd January includes the following seferences to the WE are informed by the agents (Messrs, Dodwell, Far East :-

eighteen months have given prominence to the day, and is due here on or about the 9th inst. value of Hongkong as a naval station. It was announced in March that the Government Intended to enlarge its resources by reclaiming six acres of land for the purpose of erecting workships, etc., and constructing a deep sea letty and pier slongside which the largest ships could lie to take in stores; but that there is no purpose of constructing a dock, as the existing accommodation suffices. As though to verify the statement, the Hougkong and Whampon Dack Co.'s dock took in a 6,000-ton German mail steamer, scraped, painted, and finished her off in twenty four hours. Shipping business was seriously interfered with by a strike of coolies, instigated by Chinese lodging-house keepers who resented certain bye-laws designed to prevent overcrowding and promote sanitation. The inconvenience was lessened by the help rendered by soldiers, sailors and convicts in discharging cargo, and the strikers eventually gave in. Some sporadic cases of the plague broke out in Kowloon in the spring. A more mers' word that the cargo is properly stowed, serious outbreak occurred at Macao in April, and the captain takes the steredore's. Then the and pressure was brought to bear on the hatches are made fast, and the vessel sets sail. Governor to declare quarantine. His Excellency Once in a dozen times she comes back-like the acquiesced, after some resistance, and Hongkong Portallock. Nine times in a dozen times she gets | escaped with a few cases only in May and June. fair gales and fair stowage-and gets through 67 The Legislative Council has voted \$800,000 rather gets through by good luck despite bad compensation to owners of property in Talpingstowage. Twice in a dozen times she gets rough shan who have been expropriated in the course weather and bad stowage-and wees to the of sanitary arrangements. Most of this will, presumably, be recovered by resale. Medals Newcastle people, uneasy at their black record, have been formally presented to the workers of sometimes argue against these facts. They the Shropshire Regiment for their courageous point out that some of the missing vessels help during the crisis, and a tablet has been have set out for South America, over a course erected to the memory of Captain Vesey, who strewn with dangerous coral islets. May they fell a victim to his devotion. Some amusement, not have been wrecked fairly and squarely? as well as annoyance, was caused by the Others again have been provided with shifting offer by H.M.'s Government of a silver boards," and have disappeared navestheless. inkstand to the Chairman of the Sanitary But these pleas can hardly lessen the force of the. Board, which Mr. Francis naturally refused. damning figures which prove Newcastle a sailors' Projects of a railway to the villages, death-trap. Why do vessels from Newcastle to facilitate residence there and relieve alone, of all Australian ports, go missing on the the congestion in Victoria, have been South American voyage? And, if some vessels | again mooted. It is satisfactory evidence of founder in spite of pecautions, is it reasonable commercial vitality that the revenue of 1894 amounted to \$2.287,203 t that the expenditure The defence of the trimmers is no defence, but was slightly in excess was due to exceptional it is an explanation-and a disgrace to the outlay entailed by the plague. The revenue for persons responsible. The frimmers say, and say | 1895 was \$2,363,000, and the expenditure

absurd rumours current among the Chinese

all have been reported "missing" from Sydney | and butter. If I throw up this ship because clied, Britannia's trident being lost in the fringe. -the Strathnever, the Santa Cras; and the I'm uneasy about her, who knows when I'll get | The British dollar and the yen are said to be Acolus-three out of 40,000 departed. In Sydney | another ?" So he sets sail-a month passed, superseding the Mexican in local currency. Mr. two months, three-and there came a line to Henniker Heaton presented to Parliament, in his wife, "The --- is reported missing at | March, a petition praying for increased nonofficial representation in both branches The loss of nervly 500 sailors lives in seven | the Legislature; and Mr. Whitehead had of proper precautions against careless trimming of Customs blockade. A revenue cruiser actually reasons, has revived the dealer for an extension "Yet it is undoubtedly the duty of Government | of the frontier to include Mirs Bay. The Chamber eminence? The comparison with Sydney source to interfere. Gove, ament surveyors inspect of Commerce has protested against the proposed to show that coal cargoes are far more dangerous vessels and bollers; Government paints a increase of the sugar duties in the new treaty than wool or general cargons. The comparison Plimsoli mark and sees that a vessel is not over- with Japan : the prospect of Japanese sugar with Britain seems to show that there is far laden. But of what use are precautions against refineries in Formosa may naturally increase its more risk in carrying coals from Newcystle than overlading when the lading is so badly stowed apprehension of the effect of that handleap on from any British port. Underwriters everywhere that the vessel go .. s to the bottom all the same? the Hongkong industry! Dr. Lowson, the admit that such is the case. It is impossible to There are already at Newcastle, Government Acting-Superintendent of the Civil Hospital, get re-insurance at all. Some of the b. 32 officials and surveyors competent to give a notes a serious increase of venereal disease, and

> done properly he should have power to order every | considerable harbour works are undertaken. come to Europe to get up a company to search

THE PHILIPPINES .- A commercial exhibition was opened at Manila in January. Cobu coal attracted attention among other exhibits, and The facts, here secited will be new to most | the demand has since increased; it commands nearly the same price, and is therefore presumably of nearly the same quality, as Japanese. Iron and gold were also shown, and surprise is repeated that the mineral resources of the Islands line of steamers is to be started between Cadiz exports. The project of recoining Mexican into Spanish dollars hangs fire: It is thought such a There has, of course, been the usual fighting in into a separate government. A new arsenal and naval yard are to be constructed at Manile January. In connection with the colony we

> SHIPPING AND MAIL NEWS. MAILS DUE:

Tacoma (Victoria) 5th inst. American (Afrids) bih inst. German (Prins Heinrich) 11th inst. American (Peru) 13th inst. American (Cobile) 15th inst. American (Doric) 29th inst.

THE D. D. R. steamship Senta, from Hamburg, left Singapore for this port yesterday, and may be expected here on or about the 10th inst.

Carlill & Co.) that the "Shire" Line steamer HONGKONG.—The political events of the past | Radnorshire left Singapore for this port yester-

> THE P. M. S. S. Co.'s steamer City of Rio de Taxefro, with mails, etc., which left Hongkong on January 4th for San Francisco, via Nagasaki, Kobe, Inland Sea and Yokohama, arrived at her destination on the 30th ulto.

1	# ·
١	SHIPPING RETURNS.
1	From 6 p.m. Saturday to 6 p.m. to-day.
	ARRIVALS.
i	Lennoxsteamer, from Amoy.
	Karlersike " Shanghal.
1	Triumph
1	Dordogue n Shanghai.
	Dordogue Shanghai. Amigo Ang Hin.
	Kansu Canton.
	The state of the s
	Daycolona
١	Trer
1	Thekla
1	Decima
ı	Tantalus n Singapore.
ı	Kalsow , Amoy.
1	P. C. C. Klag " Bangkok.
ı	Hohensollers 11 Nagasakl.
Ί	The same Table 1
ı	
Ì	77 . 4 4
١	Kashing , Shaughal.
ł	Talyich , Saigon.
Ì	Talyich Saigon. Swatow.
	Paoring H Chinking.
ļ	Aggregating 32,685 tons register.
1	DEPARTURES.
	Chihitsteamer, for Karatsu,

Chihitsteamer,	for	Karatsu,
Chisa	24	Salgon.
A18.44	19	Salgon, "
Hallan	Pi	Coast Ports
Balgicanananananananan	1)	Amoy, etc.
Kansu		Wahu.
Hand	#1	Halphong.
Alk	11	Salgon.
Klangpak	11	Canton,
Fushum	49	Canton.
Melbourne	21	Shanghal,
Ynngching	33	Canton,
Adowa	17	Shanghal
Winghong	*	Swatow,
Oceana	H	Yokohama,
Wuolan	#	Saigon.
Katsow	H	Singapore.
Dordogus	•	Salgon,
John R. Kelly ship		New York.
Trans Cruiser	25	Amoy,
Kalser w	15	Amoy.
Aggregating 41,927 tons		ister.
3.77	' ,	

The British steamship Kashing left Shanghal

HONG	KONG AND WHA	MPO/	DOCK 'RE	TURME
China	************	in	1.1	
Claya	****************	- 0	**	10
Chowfe		. 11	n	
Nong D	eng		- 95	
Rhodoe	#	. 67	Cosmopolite	H
ONSONE	**************	7110		S 0
Federa	Son	31	Aberdeen	a ta
Antona	***********		5 2 2	4 1.

The Riversdale has been re-named the Kings

Intimations.

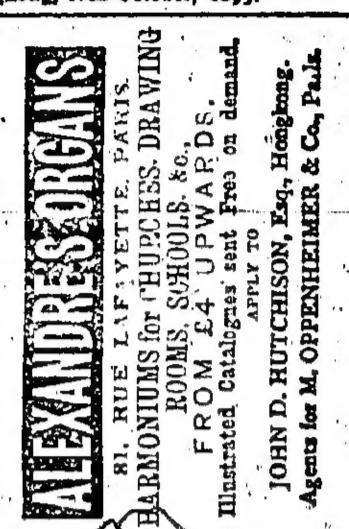
FRENCH COMFECTIONERY.

Comprising :-Crystalliard Fruits, Buent Almonds, Maistpar Almonds, April otines,

CADBURY'S CHOCOLATE CREMES :--Vanilla Cremes, Honey Cremes, Casamels, Nougat Pislache, Pincapple Checolate, Chocolate Walnut,

Plush Bags, Plush Boxes and Fancy Boxes, " TANSAN," the New Japanese Table-Water which contains 8 per cent, more iron carbonate than that from any other Chalybeate Spring. FLETCHER & Co.,

"THE PHARMACY," 23, Queen's Road Central. Hongkong, 10th October, 1895.



LANGUID WOMEN

PALE CHILDREN OLD PEOPLE, INVALIDS

(CHAPOTEAUT'S WINE OF PEPTONE)

A DELICIOUS NUTRITIVE STIMULANT

"This allmentary wine is easily assimilated when no other solid or liquid food will remain on the stomach, it is indicated in constitutional weakness and lack of digestive power, for the Aged, Anamie, Dyspeptio, and Convalescent. lt helps sufferers



It is very difficult

t.o.convince children that a medicine is "nice to take" —this trouble খ্ৰী is not experienced in administering



of Cod Liver Oil, It is almost as palatable as milk. No preparation so rapidly builds up good flesh, strength and nerve force. Mothers the world over rely upon it in all wasting discases children are heir to. Beett & Elevise, Ltd., London, All Chemists.

Sole Agents for Hongkong and the Empire of China :- Watkins & Co., Hongkong. Hongkong, 27th March, 1804.

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL (Following the S.S. "POLYPHEMUS.") HE Steamship

"LENNOX" will be despatched about 4th February. S.S. "PORT ADELAIDE ". will be despatched about 18th, February. S.S. "GHAZEE ". ...

will be despatched about 4th March. For Freight or Passage, apply to

DODWELL, CARLILL & Co., Hongkong, 4th January, 1806.

OREGON RAILWAY AND NAVIGA TION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896. (Subject to Alteration.)

Mount Lebanon | Wednesday ... | 12th Feb. TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON," will be despatched hence for HONOLULU

VICTORIA, B.C., and PORTLAND, OREGON, pla. KOBE and YOKOHAMA, on WEDNES.

Points should be in QUADRUPLICATE; and one Copy must be sent forward, by, the Steamer, to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, For further information as to Passage and

Freight, apply to SHEWAN & Co., Hongicong, 27th January, 1895,

Intimations.



Agents for METIR . P. OPPENHEIMER & Co., Page.

Shipping.

STEAMERS.

NAVIGAZIONE GENERALE ITALIANA. FLORIO & RUBATTINO UNITED COMPANIES.) THE Steamship

STEAM FOR SINGAPORE, PENANG AND BOMBAY. Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and | For Freight or Passage, apply to GENOA. ALSO

VENICE and TRIESTE, all MEDITERRA-NEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN

GULF and BAGDAD: BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA. THE Steamship

"PISAGNO," Captain Dodero, will be despatched as above TO-MORROW, the 4th Feb uary, at Noon. 'At BOMBAY the Steamers are discharging in VICTORIA DOCK. For Further Particulars regarding Freight and

Passage, apply to CARLOWITZ & Co., Agents. Hangkong, and February, 1806

NIPPON YUSEN KAISHA. FOR SHANGHAI, IINSEN AND NAGASAKI. THE Company's Steamship

"NAGATO MARU." Captain T. S. Kenderdine, will be despatched for the above Ports on WEDNESDAY, the 5th inst., at Daylight. For Freight or Passage, apply to

NIPPON YUSEN. KAISHA. Hongkong, 1st February, 1806.

"WARRACK" LINE OF STEAMERS. FOR KOBE (DIRECT). THE Steamship

"CROMARTY," Captain Duncan, will be despatched for above Port on WEDNESDAY, the 5th instant, at Daylight.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Hongkong, 1st February, 1806.

OCEAN STEAMSHIP COMPANY. FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"ORESTES." Captain Polford, will be despatched as above on WEDNESDAY, the 5th February, For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Agents Hongkong, 27th January, 1806 "GLEN" LINE OF STEAM PACKETS, FOR MARSEILLES AND LONDON,

VIA SUEZ CANAL. THE Steamship GLENESK. Captain Webster, will be despatched as above

on or about WEDNESDAY, the 5th February. For Freight or Passage, apply to JARDINE, MATHESON & Co., Hongkong, 24th January, 1806.

"MOGUL" LINE OF STEAMERS. FOR SHANGHAI, KOBE AND YOKOHAMA THE Steamship

Captain Rowley, will be despatched as above on or about WEDNESDAY, the 5th February. For Freight or Passage, apply to DODWELL, CARLILL & Co.

Hongkong, 30th January, 2806. CHINA NAVIGATION COMPANY. LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELEOURNE. HE Steamship

"CHINGTU." R. Innes, Commander, will be despatched on FRIDAY, the 7th February, at 3 P.M. Of the The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Reirigerating Chamber ensures the Supply of Fresh Provisions during the entire

Aduly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light... For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 31st January, 1895. CHINA NAVIGATION COMPANY,

LIMITED. FOR SINGAPORE, SAMARANG AND SOURABAYA.

THE Steamship "SHANTUNG," Captain Frampton, will be despatched MONDAY, the roth February For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, 30th January, 1896.

Shipping.

STRAMERS.

FOR SHANGHAL

Captain J. Samuelsen, will be despatched for the above Port TO-MORROW, the 4th February, at's P.M., Instead of an previously advertised.

SIEMSSEN & Co. Hongkong, 31st January, 18c6. AUSTRIAN LLOYD'S STEAM TION COMPANY. (UNDER MAIL CONTRACT WITH THE AUSTRIAN

GOVERNMENT. STEAM FOR SINGAPORE PENANG COLOMBO BOMBAY, KURRACHEE, ADEN, SUEZ

PORT SAID, BRINDISI, VENICE,

FIUME, AND TRIESTE (Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS, also to NATAL, EAST LONDON, PORT ELIZABETH and CAPE TOWN.) "HE Company's Steamship

Captain G. Mitis, will be despatched as above on THURSDAY, the 6th February. Cargo will not be received on board after 3 P.M. prior to date of salling. For further information as to Passage and Freight, apply to

SANDER & Co., Hongkong, 31st January, 1896.

"SHIRE" LINE OF STEAMERS. FOR LONDON, HAMBURG AND ANTWERP. (To follow the S.S. "GLAMORGANSHIRE.") THE Steamship

"Merionethshire," Captain Davies, will be despatched for the above Ports on WEDNESDAY, the 12th February, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Hongkong, 28th January, 1896.

SAILING VESSELS.

FOR NEW YORK. THE 3/3 L.I.I. American Ship

"DANIEL BARNES," Arpe, Master, will load here for the above Port, and will be despatched on or about the sath Schruzzy. For Freight, apply to

CARLOWITZ & Co. Hongkong, 14th January, 1806. FOR NEW YORK.

THE 3/3 A.I.I. American Ship

"JOHN R RELLEY." Captain Chapman, having arrived, will load here for the above Port, and will have quick despatch. For Freight, apply to

ARNHOLD, KARBERG & Co. Hongkong, 21st November, 1895. FOR SAN FRANCISCO. THE 100 A. I. British Ship

"BRODICK CASTLE." Ferguson, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

SHEWAN & Co Hongkong, 5th December, 1895.

econsignees

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUTSANG."

having arrived from the above Posts, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4.P.M. of the 5th instant, will be landed at Consigners' risk and expense into

Godowns at Rast Pointage meeting me ile in No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co. General: Managers, 1 ?

Hongkong, 1st February, 1896, r. inst "BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

STEAMSHIP "BENMOHR." FROM LEITH, ANTWERP AND LONDON,

ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld., whence and/or from the wharves delivery may be obtained.

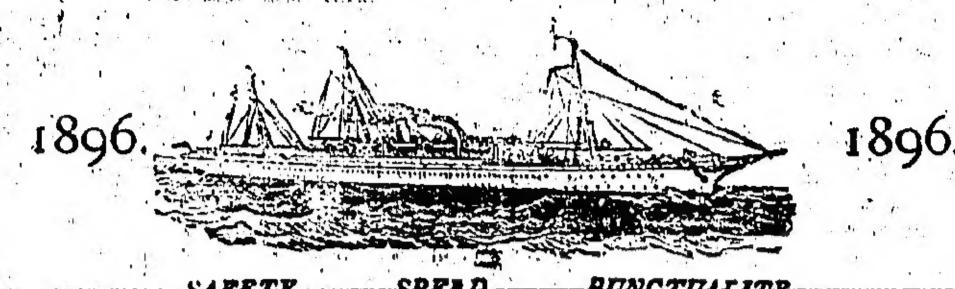
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th fustant will be subject

All Claims against the Steamer must be pre-sented to the Undersigned on or before the 10th instant or they will not be recognised. All broken, chaied, and damaged, Goods are to be left in the Godowns, where they will be examined on the 6th instant at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.

Hongland, 1st February, 1896.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships -6,000 Tons - 10,000 Horse Power - Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG.

RMPRESS: OF INDIA ... Comdr., H. Pybus, R.N.R....... WEDNESDAY, 19th February. EMPRESS OF JAPAN ... Comdr. G. A. Lee, R.N.R....... WEDNESDAY, 18th March. BMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R.... WEDNESDAY, 8th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is passengers to Great Britain and the Continent are given choice of

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan

Governments. CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, was Honolulu, and Sydney to Hongkong was Brisbane and Toures Straits, Good for o months.

(the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line nauses. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by

the Company, and their appointments and Cuisine are unexcelled." For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Hongkong, 22nd January, 1896.

OCCIDENTAL & ORIEN-TAL STEAMSHIP

JAPAN, THE UNITED STATES, MEXICO.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING

STEAMERS. VIA INLAND SEA OF JAPAN AND

PROPOSED SAILINGS FROM HONGKONG. Coptic (vin Nagasaki,) Kobe, Inland Sea & at Noon,

Yokohama) Gastic (via Nagasaki, Rube, Inland See, Yokohama & Honoat Noon, 1806.

Belgic (xia Nagasaki, Wednesday, 8th April, Kobe, Inland Sea & at Noon. Yokohama)

THE Company's Steamship

"COPTIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SKA and YOKOHAMA, on TUESDAY, the 3rd March, 1806, at Noon, Connection being made at Yokohama with Steamers from Shanghal.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained

Missiottaries, members of the Naval, Military, Diplomatic and Civil Services, to European Passengers who have paid full fare, re-embark-

count of to per cent. This allowance does not apply to through fares for China and Japan to Rurobs. .

' All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day

Consular Invoices to accompany Cargo destined to Points beyond Esn Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs,

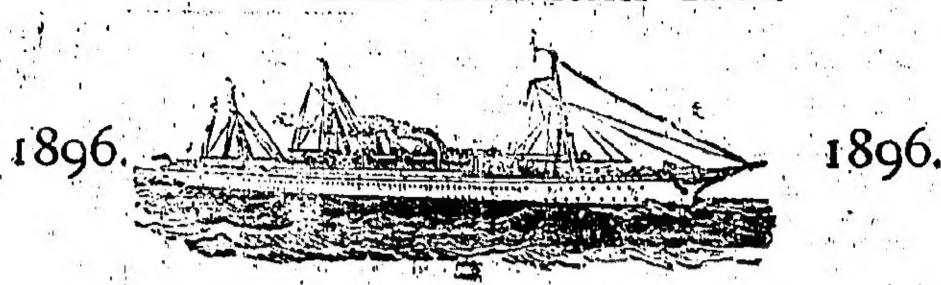
San Francisco. For further information as to Freight on Passage, apply to the Agency of the Company, Ho. 7, Praya Central.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

Bank Beldings.



-SPEBD.---PONCTUALITY.

made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS

U. S. MAIL LINE.

SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU

PROPOSED SAILINGS FROM HONOKONG.

Kobe, Inland Sea, Saturday, 8th Feb., Yokonama & Hono- at Noon,

(via Nagasaki, Kobe, [Thursday, 12th March,

will be despatched for SAN FRANCISCO, off

NAGASARI, KOBE, INLAND SEA, YOKO-

HAMA and HONOLULU, on SATURDAY,

Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States or Canada, Rates may be

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rall

OUTHERN PACIFIC, CENTRAL PACIFIC

UNION PACIFIC. DENVER and RIC

GRANDE, and NORTHERN PACIFIC RAIL-

WAYS: also the CANADIAN PACIFIC RAIL-

WAY on payment of £4 in addition to the regular tariil rate.

CITIES in the United States have, between

SAN FRANCISCO and CHICAGO, the option

PACIFIC, UNION PACIFIC, DENVER and

RIO GRANDE, and other direct connecting

Railways, and from Chicago to destination the

Particulars of the various routes can b

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Service, to European

Officers in the service of China and Japan, and

Through Bills of Lading issued for trans-

postation to Yokokama and other Japan Ports

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railways, to

Havana, Trinidad, and Demerara, and to ports

Freight will be received on board until 4 2.14

the day previous to sailing, Parcel Packages will

be received at the Office until " F.M. same day

all Parcel Packages should be marked to ad

Consular Invoices to accompany Cargo des

tined to Points beyond San Francisco, in the

United States, should be sent to the Company's

Office in Sealed Envelopes, addressed to the Collector of Classens at San Francisco.

For futher information as to Passage and

P. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMARERS.

COAL AND PROVISION MER:

CHANTS, NAVAL CONTRACTORS

AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

COMPOSITION RED HAND BRAND.

HARTHANN'S GREY PAINT,

SOAP MANUFACTURERS.

LY ARTMANN'S RAHTJEN'S GENUINE

DAIMLER'S PATENT MOTOR LAUNCHES.

Constitution of the section of the s

BUERY KIND OF

SHIP'S STORES AND REQUISITES

REASONABLE PI

ALWAYS IN STOCK

AND GENERAL COMMISSION.

J. S. VAN BUREN, Agent

to Government officials and their families.

Company's and connecting Steamers,

dress in full y value of same is required.

Freight, apply to the Agency of the No. 7, Praya Central.

Hongkong, 15th January, 1896.

Passengers holding Orders FOR OVERLAND

the SOUTHERN PACIFIC, CENTRAL

Routes from San Francisco, including th

at Noon,

at Noon.

at Noon.

Saturday, 22nd Feb.,

China (via Nagasaki.

Inlu)

Peru (via Nagazaki,

Kobe, Inland Ses &

Yokonema)

Inland Sea & Yoko-

hama)/

and Europe

THE U.S. Mail Steamship

ourney at any point en route,

obtained on application.

choice of direct lines.

and on application

City of Rio de Janeiro

Pedder's Street.

PACIFIC MAIL STEAM-COMPANY.

TAKING CARGO AND PASSENGERS TO CENTRAL AND SOUTH AMERICA, AND EUROPE:

HONOLULU. Tuesday, 3rd March,

Saturday, azst March, Inlu)

and passengers are allowed to break their ourney at any point en route.

upon application. Special rates (First-class only) are granted to

Officials in service of China and Japan, and to Government officials and their families. ing at San Francisco for China or Japan (or vice versa) within one year, will be allowed a dis-

previous to sailing.

J. S. VAN BUREN, Agent, Hongkong, 3rd February, 1896.



W. G. HUMPHREYS & Co.

Maila.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN

THE COMPANY'S STEAMERS WILL CALL SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.-CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGWOMA

(SUBJECT TO ALTERATION.)						
Karlsruke	Tuesday	4th Feb.				
Prins Heinrich						
Preussen						
Sachsen						
Karlsruhe						

Prins Heinrich | Toesday ... | 23th June, N TUESDAY, the 4th day of February, 1806, at 5 P.M., the Com any's Steamship KARLSRUHE," Captain H. Walter, with MAILS, PASSENGERS, SPECIE and CARGO. will leave this Port as above, calling at NAPLES

and GENOA. Shipping Orders will be granted till Noon on SATURDAY, the 1st Feb. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 3rd Feb., and Parcels will be received at the Agency's Office until Noon on MONDAY, the and Feb. Contents of fackages are required.
No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

and carries a Doctor and a Stewardess. Linea can be washed on board. For further Particulars, apply to MELCHERS & Co.,

The Steamer has splendid Accommodation

Hongkong, 3rd February, 1806. NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE. HONGKONG TO LONDON \$400.

VIA INLAND SEA OF JAPAN.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

Rates of Passage to other Points on application. Special rates allowed to members of Governo ment Services.

HONGKONG TO TACOMA \$235.

PROPOSED SAILINGS FROM the 5th February, 1896, at Noon, taking Passen-HONGKONG gers, and Freight for Japan, the United States. (SUBJECT TO ALTERATION.) Victoria 13.167 | Tuesday ... | Feb. 11. Steamers of this line pass through the IN-Hankow 3.594 Tuesday ... | Mar. 10. LAND SEA OF JAPAN, and call at Honolain Tacoma 2,549 Tuesday ... April 7. and passengers are allowed to break their

Victoria | 3,167 | Tuesday ... | May 5.

THE Steamship "VICTORIA." Captain J. Panton, R.N.R., sailing at Noon, on UESDAY, the rith February, will proceed to. VICTORIA, B.C., and TACOMA, Wash, was SHANGHAI, KOBE and YOKOHAMA Through Bills of Lading issued to Japan. Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad; Tacoma, Wash. Parcels must be sent to our Office (with address

marked in full) by f P.M., on the day provious to talling; . aus For further information as to Passage or Preight, apply to DODWELL CARLILL & Co.

Hongkong, 24th January, 1806.

RICKMERS LINE REGULAR MONTHLY SERVICE FROM BREMEN, MIDDLESBRO, ANTWERP AND HAMBURG.

General Agents.

PENANG, SINGAPORE, HONGKONG. SHANGHAL HIOGO AND YOKOHAMA FROM HOME. n Merico, Central and South America, by the PROPOSED SAILINGS OF THE NEW ELECANT STRAMERS OF THE RICKMERS

VIA SUEZ CANAL TO

RICEMILLING, SHIPOWNING AND

SHIPBUILDING COMPANY OF BREMEN, (SUBJECT TO ALTERATIONS.) Dorothen Richmers 3,846 December. Delke Richmers 3,700 | January. Maria Richmers | 5,500 | February ... Helens Richmers 3,233 | March. Sophie Richmors...... 3,249 | April. Ellen Richmers 5:500 | May. Bitsabeth Richmers | 5,500 | June.

PROM THE BAST VIA SINGAPORE. TO HAVRE, BREMEN AND HAMBURG and other Continental Ports, if sufficient Inducement offers,

(Taking Cargo at through rates to ARTWERP, AMETERDAM and ROTTERDAM). PROPOSED SAILINGS. (SUBJECT TO ALTERATIONS). Dorothea Richmersin 3,846 | February.

Delle Richmers 3.700 March. Maria Richmers 5,500 | April. Helena Richmers 1/233 May. T. Steamers are all FIRST-CLASS RISKS and are supplied with all the modern Appliances and powerful Engines.

ARNHOLD, KARBERG & Co., Hongkong, January, 1806.

Printed Published by CHESNEY

For further Particulars, apply to